

Following completion of the environmental studies and documentation, necessary new right of way and property rights will be purchased. Construction can proceed only after necessary right of way and permits have been acquired.

Project Funding

Prior to 2013 (Planning)	2013-2015 (Planning)	2015-2017 (Environmental Studies & Purchasing Right of Way)	2017-2019 (Preliminary Engineering, Right of way procurement, construction)	2019-2021 (construction)	2021-2023 (construction)	2023-2025 (construction)
\$356,618	State MVA \$5.5M	Connecting Washington Account \$26M	Connecting Washington Account \$138.4M	Connecting Washington Account \$165M	Connecting Washington Account \$115M	Connecting Washington Account \$50M

The projected schedule, shown above, divides the project into two stages. Design and construction for the first stage (from 2017 to 2020), would rebuild the I-5 interchanges at Thorne Lane and Berkeley Street, and add a fourth lane on northbound and southbound I-5 between Thorne Lane and DuPont-Steilacoom Rd.

The second stage, from 2020 to 2023, would build improvements between DuPont-Steilacoom Rd. and Mounts Rd. Improvements to the DuPont-Steilacoom Road or Center Drive interchanges will be defined after compiling results from traffic modeling, environmental studies, and public input.

MORE INFORMATION

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<http://www.wsdot.wa.gov/Projects/I5/JBLMimprovements/default.htm>
<http://www.wsdot.wa.gov/Projects/I5/MountsRdThorneLn/default.htm>

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16-04-0162

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I-5 Improvements through JBLM

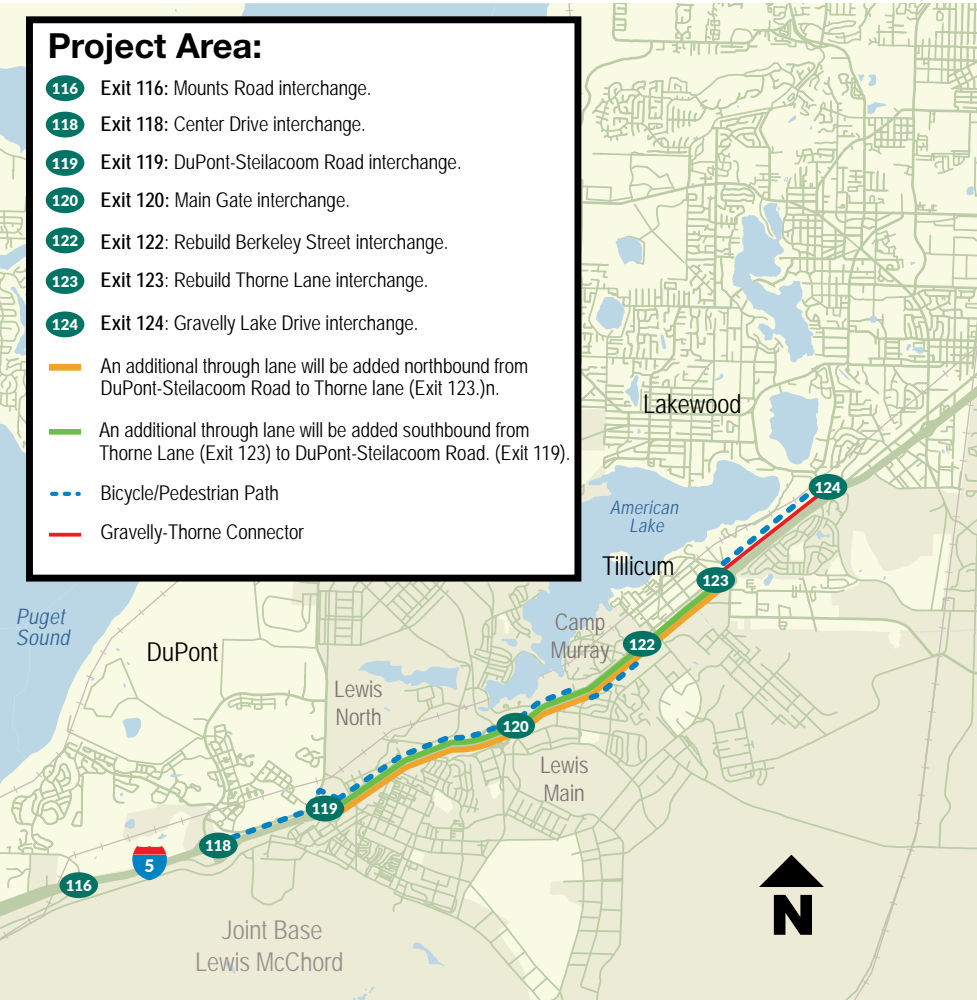
MOUNTS ROAD EXIT 116 TO THORNE LANE EXIT 123

Improving transportation through a vital corridor

Originally built in the 1950s, Interstate 5 is a national highway of strategic importance. It moves goods and people between Canada and Mexico, and links major cities. It is a critical corridor for military use. Over the past few decades, traffic has increased along the entire I-5 corridor, and nowhere has that increase been more noticeable than in south Pierce County along the Joint Base Lewis-McChord (JBLM) base. Motorists traveling through the area routinely experience daily heavy peak-hour congestion.

In 2013, a multi-agency planning study analyzed options to improve transportation through the JBLM vicinity, including considering local road improvements, transit services, and improvements to mainline I-5 and interchanges. Several phases of this study took place throughout 2013 and 2014. This document explains the options chosen to advance through environmental review, which include the following elements (see adjacent map):

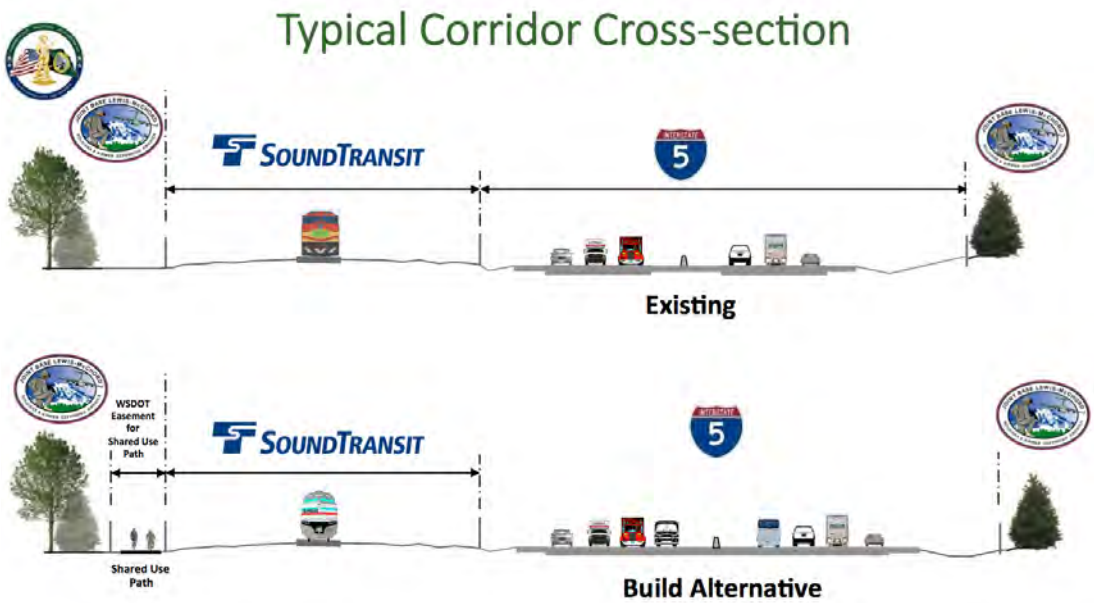
- Add one lane each direction from DuPont-Steilacoom Road to Thorne Lane.
 - Rebuild interchanges using roundabouts at Thorne Lane and Berkeley Street.
 - Build a new local connector road between Gravelly Lake Drive and Thorne Lane.
 - Build a bicycle/pedestrian path along the I-5 corridor.
 - Improvements between the Mounts Road and DuPont-Steilacoom interchanges are still in development.
- In July 2015, the Washington State Legislature included \$495 million to fund the I-5 - Mounts Road to Thorne Lane Interchange - Corridor Improvements project, as part of the Connecting Washington transportation revenue package. The project is funded through a 10-year period, from 2015-2025.



This map shows the area of proposed improvements moving through the environmental process through JBLM. It includes three interchanges and eight miles of I-5.

PROJECT GOALS

- 1. Maximize use of existing facilities and strategically add new improvements or Transportation Demand Management strategies to enhance efficiency while reducing the impact of “local” traffic on the freeway.
- 2. Achieve measurable improvement over baseline operations for transportation reliability, person throughput and freight movement in 2020 (opening year) and 2040. Baseline for the 2020 evaluation will be 2014. Baseline for the 2040 evaluation will be the 2040 no action condition.
- 3. Improve attractiveness of HOV travel through the corridor (including vanpools, carpools, transit and other high occupancy vehicle modes).
- 4. Maximize stewardship of limited public resources by identifying solutions that reduce travel demand in peak periods and/or relieve congestion, can be constructed in phases, and are cost effective.
- 5. Avoid or minimize environmental impacts.



Highway Configuration

The above graphic shows how the proposal for the I-5 improvements would compare with the existing highway. The top graphic represents the current layout of the highway and rail line.

The lower graphic represents the proposed widened I-5 layout that would accommodate one added lane in each direction. The lanes will be designed to operate as general purpose lanes when completed and converted to high

occupancy vehicle lanes (HOV) when connection to the Interstate 5 HOV system that currently terminates in Tacoma is available.

Gravelly-Thorne Connector

What is not shown in the above cross-section graphic is a proposed new city street parallel to, but separate from, I-5, that would connect Gravelly Lake Drive and Thorne Lane. This local road would include one vehicle lane going southbound from Gravelly Lake Drive to Thorne Lane. A path

for pedestrians and bicycles would also be included. About 30 feet of additional right of way will be necessary for this roadway.

For northbound motor vehicle traffic from Thorne Lane to Gravelly Lake Drive, a new auxiliary lane will be added along northbound I-5 between these interchanges.

Right of way must be acquired from various property owners before the proposed Gravelly-Thorne Connector can be built.

STAKEHOLDERS

- Cities of DuPont, Lakewood, Steilacoom, Yelm and Lacey
- Intercity Transit, Pierce Transit, Sound Transit
- Pierce County
- Puget Sound Regional Council, Thurston Regional Planning Council
- Nisqually Indian Tribe
- Federal Highway Administration
- Joint Base Lewis McChord
- Washington National Guard
- Washington State Department of Transportation

INTERCHANGE PROPOSALS

WSDOT proposes to rebuild the I-5 interchanges at Thorne Lane and Berkeley Street. Both interchanges have existing overpasses that are too narrow to accommodate more lanes on I-5. Improvements between the Mounts Road and DuPont-Steilacoom Road interchanges are still in development.

Below are design-visualizations of how the interchanges would look after being rebuilt. The yellow areas show the existing overpasses and road network that would be demolished.

The proposed new design at all locations is a “dogbone” interchange, so named because of its shape. A dogbone interchange uses two partial roundabouts instead of signals to manage traffic. Motorists yield to traffic already circling the roundabouts and then continue. Dogbone interchanges reduce driver delays, reduce traffic conflicts and the potential for collisions, and reduce maintenance costs.

Thorne Lane Interchange

At Thorne Lane, the new interchange would be built slightly south of its existing location. Moving the interchange south would allow WSDOT to build the new interchange before demolishing the old one, reducing impacts to traffic. It would span the railroad, and a new road segment would be built east of I-5 to connect the interchange to Murray Road. A new roundabout west of I-5 would connect Thorne Lane to Union Avenue.

Berkeley Street Interchange

The proposed Berkeley Street interchange would be built just south of the existing overpass. It would span the railroad tracks, Militia Drive (the freight entrance to Camp Murray), and would join the local roadway network near Washington Avenue in Tillicum.



DuPont Area Interchanges

In October 2015, a new proposal involving possible re-location of the DuPont Gate to JBLM was brought forward for consideration. In early 2016, WSDOT will conduct traffic modeling of the new proposal including the I-5 interchanges at DuPont-Steilacoom Road, Center Drive and Mounts Road. Public input will be sought as part of developing a new alternative for this area. Also, a full range of environmental studies will be conducted to determine what impacts would result if a selected alternative were built. Construction of improvements in this portion of the corridor is not intended to begin until 2020.